

**COUNCIL POLICY****CURRENT**

SUBJECT: INSTALLATION OF PEDESTRIAN SEPARATION STRUCTURE  
POLICY NO.: 800-01  
EFFECTIVE DATE: January 16, 1975

**PURPOSE:**

The purpose of the policy is to establish minimum criteria for the installation of pedestrian separation structures.

**GENERAL:**

When justified and properly designed, a pedestrian separation structure may achieve these results:

- A. Effect orderly traffic movement.
- B. Provide maximum safety and minimum delay for pedestrians and vehicles.
- C. Achieve this safety more economically.

**JUSTIFICATION:**

Only those locations meeting the following warrants should be considered for pedestrian separation structures.

**WARRANTS:****A. Unsignalized Locations**

The installation of a pedestrian separation structure at an unsignalized crossing of a major street may be justified when all of the following conditions are met:

- 1. Major street volume exceeds 3,000 vehicles in a continuous four-hour period.
- 2. Minor street volume is less than 125 vehicles in the same continuous four-hour period.
- 3. Pedestrian volume crossing the major street exceeds 300 in the same continuous four-hour period. A child under 12 years of age is the equivalent of 2.5 pedestrians for the purpose of this warrant.
- 4. There is no existing or programmed traffic signal within 750 feet of the proposed structure.
- 5. The 85 percentile speed of vehicle on the major street exceeds 30 miles per hour.
- 6. It is feasible to physically prohibit pedestrians from crossing the major street in the immediate vicinity of the proposed structure.
- 7. The area is substantially developed and the traffic patterns and volumes are stabilized.
- 8. An economic analysis indicates that for a ten-year period, a pedestrian separation structure will be less expensive than a traffic signal.

**B. Signalized Intersection**

The installation of a pedestrian separation structure at or adjacent to a signalized intersection may be justified when all of the following conditions are met:

- 1. Street width, existing or planned, exceeds 78'.

2. Existing or estimated future traffic volume exceeds 35,000 vehicles per day.
3. Existing or future estimated pedestrian volume exceeds 100 during a continuous four-hour period.
4. It is feasible to physically prohibit pedestrians from crossing the street in the immediate vicinity of the proposed structure.

**HISTORY:**

Adopted by Resolution R-185578 11/23/1965

Amended by Resolution R-212438 01/16/1975